FE147
WIRE DRAG

Diagrams 1000-3,1229-2, & 1232-2

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT
(HYDROGRAPHIC)

Type of Survey Wire Drag

Field No. PBS-4555WD

Office No. FE-147WD

LOCALITY

State North Carolina

General Locality Cape Hatteras

Locality Wimble Shoals

19 55

CHIEF OF PARTY
J.C. Mathisson

LIBRARY & ARCHIVES

DATE April 19, 1957

☆ U.S. GOV. PRINTING OFFICE: 1976—669-441

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as;

FE No.6 1957WD

FE147
WIRE DRAG

FE No. 6
1957
WIRE DRAG

Diag. Cht. Nos. 1000-3, 1229-2, & 1232-2.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: WIRE DRAG WRECK INVESTIGATION

Field No. PBS-4555WD Office No.

LOCALITY

State: NORTH CAROLINA

General locality: CAPE HATTERAS

Locality: WIMBLE SHOALS

194 55

CHIEF OF PARTY

JOHN C. MATHISSON

LIBRARY & ARCHIVES

DATE: APR 19 1957

B-1870-1 (1)

FE No. 6 1957 WIRE DRAG

Form 537
(Ed. June 1946)

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

REGISTER NO. .....

Field No. PBS-4555WD

State NORTH CAROLINA

General locality CAPE HATTERAS

Locality WIMBLE SHOALS

Scale 1:40,000 Date of survey 5 June to 10 July 1955

Instructions dated 28 January 1955

Vessel PARKER, BOWEN & STIRNI

Chief of party JOHN C. MATHISSON

Surveyed by JOHN C. MATHISSON, J.R. PLAGGMIER, H.J. SEABORG
D.G. RUSHFORD, C.R. REED, W.R. KACHEL

Soundings taken by ~~fathometer~~ graphic recorder, hand lead, ~~wire~~

Fathograms scaled by FIELD PARTY

Fathograms checked by FIELD PARTY

Protracted by FIELD PARTY

DRAG STRIPS INKED BY:
~~Soundings penciled by~~ Hugh L. Proffitt

Soundings in ~~fathoms~~ feet at MLW ~~MLLW~~

REMARKS:

U. S. GOVERNMENT PRINTING OFFICE 16—66520-1

Field Notes for Descriptive Reports to Accompany
1955 Wire Drag and Hydrographic Sheets - Ships PARKER,
BOWEN, STIRNI - Cdr. John C. Mathisson, Chief of Party

A. PROJECT - Original instructions for Project No. CS-377 addressed to the Commanding Officer of the Ships PARKER, BOWEN, and STIRNI are dated 28 January 1955. Project number was later changed to 1377.

B. SURVEY LIMITS AND DATES - The following sheets are included in the 1955 seasons work of the Ships PARKER, BOWEN, and STIRNI.

(a.) Hydrography and Wire Drag: PBS 2255 (H-8247) Cape Lookout Shoals - North End
PBS 2355 (H-8248) Cape Lookout Shoals - South End

(b.) Hydrography: PBS 2455 (H-8249) Diamond Shoals

(c.) Wire Drag:
PBS-4155 W.D. South of Cape Lookout, N. C.
PBS-4255 W.D. East of Cape Lookout, N.C.
PBS-4355 W.D. Off Ocracoke Inlet, N.C.
PBS-4455 W.D. Cape Hatteras, N.C.
PBS-4555 W.D. Northeast of Cape Hatteras, N.C.
PBS-4655 W.D. Offshore - East of Cape Fear, N.C.
PBS-4755 W.D. Inshore - East of Cape Fear, N.C.

(d.) Reconnaissance Hydrography: PBS-4855 - Offshore - Southeast of Cape Lookout, N.C.

No work was accomplished on sheet PBS-2155 W.D. - Northwest of Cape Henry, Virginoa.

A special hydrographic investigation was made in Core Sound, north of Ocracoke Inlet. It is the subject of a special report previously submitted.

A special wire drag investigation was made in the Pasquotank River, ~~Virginia~~ N.C. This is also the subject of a special report already forwarded.

Plotting of the wire drag boat sheets was not completed in the field. Shoalest hangs and deepest clearances on wrecks will have to be determined after plotting has been completed. Wreck letters submitted during the field season give preliminary values based on predicted tides and approximate lifts.

A comparison of boat sheet depths with charted depths in the case of hydrographic sheets serves no useful purpose at this time. The comparison should be made after the completion of the smooth sheets.

SHORAN CORRECTIONS:

The shoran equipment in all three vessels was calibrated at frequent intervals during the season. Three "Dinoplex" calibration sheets were used. One each in the vicinities of Cape Hatteras, Cape Lookout, and Cape Fear. Calibrations were taken each time the shoran stations were moved and at other intervals when thought necessary.

Once a shoran correction was determined, this correction was applied to all shoran readings until a new calibration was taken. The new connection was then applied to all subsequent shoran readings. Zero checks were made at the time of each calibration and at frequent intervals while using shoran control. No abnormal deviation from the zero set was found.

A tabulation of the shoran corrections used for the three ships follows: Shoran corrections were rounded off to the nearest 0.005 mile when entering corrections in volumes.

Tabulation of Shoran Calibrations - STIRNI:

Date	Recorded in Vol. Sheet No.	Monitor No.	Sta. 36	Corr'n	Sta. 37	Corr'n
4-26-55	2255	1	SAM	-0.021	KNOL	+0.012
5-9-55	8155	1	SAM	+0.001	KNOL	+0.010
5-25-55	8155	1	SAM	+0.002	KNOL	-0.009
6-3-55	4455	1	CLUB	+0.007	PEA	-0.045
6-6-55	4455	2	CLUB	+0.008	PEA	-0.016
7-22-55	2455	2	CLUB	+0.061 (r)	PEA	+0.021 (r)
7-29-55	4355	2	CLUB	-0.031	LOLA	-0.029
8-31-55	4255	2	SAM	+0.004	LOLA	-0.019
9-26-55	4155	2	DEY	-0.040	KNOL	-0.030
10-20-55	4755	2	SURF	-0.008	OAK	-0.034
		PARKER:				
		1	SAM	-0.003	KNOL	-0.026
4-18-55	2355	2	SAM	-0.016	KNOL	-0.008
4-27-55	2355	1	SAM	-0.009	KNOL	-0.011
5-25-55	4155	1	SAM	-0.008	KNOL	-0.016
5-31-55	2455	1	CLUB	-0.020	PEA	-0.055
6-6-55	4555	2	CLUB	-0.001	PEA	-0.032
7-22-55	4455	2	CLUB	-0.023	PEA	-0.032
7-28-55	4455	2	CLUB	-0.004	LOLA	-0.034
8-31-55	4255	2	SAM	-0.001	LOLA	-0.042
9-28-55	4155	2	DEY	-0.015	KNOL	-0.043
10-18-55	4755	2	SURF	-0.061	OAK	-0.022

Tabulation of Shoran Corrections Entered in Volumes - STIRNI:

	Sta. 36	Sta. 37
Begin season thru 5-8-55	-0.020 (SAM)(Set #1)	+0.010 (KNOL (Set #1)
5-9-55 - 6-1-55	0.000 (SAM) "	+0.010 (KNOL) "
6-2-55 - 6-5-55	+0.005 (CLUB) "	-0.045 (PEA) "
6-6-55 - 7-28-55	+0.010 (CLUB) set 2	-0.015 (PEA) set 2
7-29-55 - 8-5-55	-0.030 (CLUB) "	-0.030 (LOLA) "
8-6-55 - 9-25-55	+0.005 (SAM) "	-0.020 (LOLA) "
9-26-55 - 10-5-55	-0.040 (DEY) "	-0.030 (KNOL) "
10-6-55 - Season End	-0.010 (SURF) "	-0.035 (OAK) "
	PARKER:	
4-18-55 0900 - 1130	-0.005 (SAM)(Set #1)	-0.015 (KNOL)(Set #1)
1401 - 1520	-0.015 (SAM)(Set #2)	-0.010 (KNOL)(Set #2)
1520 - 1650	-0.005 (SAM)(Set #1)	-0.015 (KNOL)(Set #1)
1650 - end	-0.015 (SAM)(Set #2)	-0.010 (KNOL)(Set #2)
4-19-55 - 5-2-55 at 10:55	-0.005 (SAM)(Set #1)	
5-2-55 1055-1115	-0.015 (SAM)(Set #2)	
1115 - end	-0.005 (SAM)(Set #1)	
4-19-55 - 1600 4-26-55		-0.015(KNOL)(Set #1)
4-~~20~~-55 1600 - 1650		-0.010 (KNOL)(Set #2)
26 1650 - end		-0.015 (KNOL) Set 1

	STA. 36	STA. 37
4-3-55 - 5-25-55	-0.005 (SAM)(Set #1)	
4-27-55 - 5-25-55		-0.015 (KNOL)(Set #1)
5-31-55 - 6-5-55 1300	-0.020 (CLUB)(Set #1)	
6-5-55 1300-1945	-0.015 (CLUB)(Set #2)	
5-31-55 - 6-7-55		-0.045 (PEA)(Set #1)
6-13-55 - 7-23-55		-0.040 (PEA)(Set #2)
6-6-55 - 6-14-55 1400	-0.015 (CLUB)(Set #2)	
6-14-55 1400 to end	-0.020 (CLUB)(Set #1)	
7-26-55 - 9-2-55		-0.040 (LOLA)(Set #2)
6-15-55 - 8-4-55	-0.015 (CLUB)(Set #2)	
9-7-55 - 10-5-55		-0.045 (KNOL)(Set #2)
8-8-55 - 9-18-55	0.000 (SAM)(Set #2)	
9-21-55 - 10-4-55	-0.015 (DEY)(Set #2)	
10-5-55 - 10-27-55	-0.060 (SURF)(Set #2)	
10-6-55 - 10-25-55		-0.020 (OAK)(Set #2)
8,12,&28 July 1955	STIRNI as Shore Station (STIR I, STIR II, STIR III)	-0.020
	BOWEN:	
4-18-55 0900 - 1130	-0.020 (SAM)(Set #1)	+0.005 (KNOL)(Set #1)
1130 - 1345	-0.015 (SAM)(Set #2)	+0.005 (KNOL)(Set #2)
1345 - End	-0.020 (SAM)(Set #1)	+0.005 (KNOL)(Set #1)
4-19-55 - 4-20-55	-0.020 (SAM)(Set #1)	+0.005 (KNOL)(Set #1)
4-21-55 - 5-2-55 1055	+0.010 (SAM)(Set #1)	
1055-1115	+0.005 (SAM)(Set #2)	
5-2-55 1115-end	+0.010 (SAM)(Set #1)	
4-19-55 - 4-26-55 at 1600		-0.005 (KNOL)(Set #1)
1600 - 1650		+0.005 (KNOL)(Set #2)
4-26-55 1650 - end		-0.005 (KNOL)(Set #1)
4-27-55 - 5-25-55		-0.005 (KNOL)(Set #1)
5-3-55 - 5-25-55	+0.010 (SAM)(Set #1)	
5-31-55 - 1300 6-5-55	-0.010 (CLUB)(Set #1)	
6-5-55 - 1300 - end	-0.010 (CLUB)(Set #2)	
5-31-55 - 6-7-55		-0.040 (PEA)(Set #1)
6-13-55 - 7-23-55		-0.015 (PEA)(Set #2)
6-6-55 - 1400 6-14-55	-0.010 (CLUB(Set #2)	
6-14-55	-0.010 (CLUB)(Set #1)	
6-15-55 - 8-4-55	-0.010 (CLUB)(Set #2)	
6-26-55 - 9-2-55		-0.025 (LOLA)(Set #2)
8-8-55 - 9-18-55	+0.010 (SAM) (Set #2)	
9-7-55 - 10-14-55		-0.015 (KNOL)(Set #2)
9-21-55 - 10-4-55	-0.005 (DEY)(Set #2)	
10-5-55 - 10-27-55	-0.035 (SURF)(Set #2)	-0.015 (OAK)(Set #2)

Settlement and Squat Corrections:

The settlement and squat corrections were the same as used in previous years for all three ships. The correction depending upon the speed and the water depth. Tabulation of corrections follows:

(Next Page)

SETTLEMENT & SQUAT CORRECTIONS (ALL +)

PBS

SPEED (RPM)	CORRECTION (FEET)	FROM DEPTH TO DEPTH (FEET)
400	0.2	all depths
450	0.2	all depths
500	0.2	all depths
600	0.4	6.0 to 14.5
	0.2	15.0 and over
650	0.4	11.5 to 17.0
	0.2	17.5 and over
700	0.6	12.5 to 15.0
	0.4	15.5 to 19.5
	0.2	20.0 and over
750	0.8	12.5 to 14.0
	0.6	14.5 to 16.5
	0.4	17.0 to 21.5
	0.2	22.0 to 31.5
	0.4	32.0 and over
800	1.0	12.5 to 13.0
	0.8	13.5 to 15.5
	0.6	16.0 to 19.0
	0.4	19.5 and over
850	1.0	12.5 to 13.5
	0.8	14.0 to 16.5
	0.6	17.0 to 22.5
	0.4	23.0 and over
900	1.0	12.5 to 14.5
	0.8	15.0 to 20.5
	0.6	21.0 to 34.0
	0.4	34.5 and over
1000	1.0	6.0 to 21.5
	0.8	22.0 to 31.5
	0.6	32.0 and over

TIDES:

Final tides were either furnished by the Washington Office for the periods needed, or were tabulated in the field from observed tides.

Tide reducers for the Cape Hatteras Area were based on tide staff readings for Hatteras Inlet (Outside).

Tide reducers for the Cape Lookout Area were based on the portable gage installed at Lookout Bight.

Tide reducers for the Cape Fear Area were interplated by the Washington Office, Division of Tides and Currents.

All tide reducers were referred to the plane of mean low water.

On the hydrographic surveys, tide reducers were entered to 0.2 ft. On the wire drag surveys, tide reducers were intered to 0.5 feet.

ECHO CORRECTIONS:

The echo corrections for all three ships were determined by bar checks at intervals during the season. Standard methods were used and the leadlines on the bars were checked and found to be the correct length so no correction was necessary to leadline lengths.

Bar checks were not taken as often as would be expected for a hydrographic party due to the nature of operations and lack of suitable weather along the open coast. However, sufficient tests were made to provide accurate corrections for the various fathometers and scales.

The Edo fathometer on the STIRNI was not used for hydrographic work, but was tested and separate reports submitted to the Washington Office on 30 September 1955 and 20 June 1956.

On the BOWEN and STIRNI fathometers No. 160SPX, 100S and 161SPX, the corrections on the A scale varied with the depths and were so entered. On the PARKER fathometer No. 1175, the A scale corrections were uniform regardless of depth so one correction for the entire A scale was determined and used. On the B, C, and D scales of all fathometers, a single correction was determined for each scale.

On the PARKER, fathometer No. 1175 no D scale correction could be determined as no return could be gotten from the bar at that depth in D scale. On the PARKER, the D scale was used only for a few soundings during the following periods:

6 June 1955	Sheet PBS-4455 Vol. I	Position 8 on B day
12 July 1955	Sheet PBS-4455 Vol. II	Pos. 46 to 49 on D day
12 July 1955	Sheet PBS-4455 Vol. II	Pos. 57 to 62 on D day

On 11 June 1956, a bar check was obtained under ideal conditions and one check on the D scale at 110 feet was obtained. The correction was -2.0 feet. It is suggested that this correction be used in the above few positions. These positions had no correction entered in the Volumes at the time the volumes were transferred to the Norfolk District Office.

A tabulation of the corrections applied to the fathometer soundings follows:

A. PARKER — Fath. No. 1175 Type 808

A scale -0.2 feet

B scale -0.6 feet

C scale -0.2 feet

D scale See Report *

B. BOWEN — Fath. No. 160SPX Type 808

A scale	-0.2 feet.	0 to 16.9 ft.
	0.0 ft.	to 27.2 ft.
	∱0.2 ft.	to 33.8 ft.
	∱0.4 ft.	to 39.4 ft.
	∱0.6 ft.	to 45.2 ft.
	∱0.8 ft.	to 50.9 ft.
	∱1.0 ft.	to 55.0 ft.
B scale	∱1.5 ft.	to 57.8 ft.
	∱2.0 ft.	to 90.0 ft.
C scale	∱2.5 ft.	
D scale	∱2.5 ft.	

Fath. No. 100S Type 808

A scale	0.0 ft.	to 22.0 ft.
	∱0.2 ft.	to 35.5 ft.
	∱0.4 ft.	to 48.9 ft.
	∱0.6 ft.	to 55.0 ft.
B scale	∱1.0	
C scale	∱1.5	

C. STIRNI — Fath. No. 161 SPX Type 808

A scale	0.0 ft.	0 to 13.5 ft.
	∱0.2 ft.	to 24.0 ft.
	∱0.4 ft.	to 33.0 ft.
	∱0.6 ft.	to 42.5 ft.
	∱0.8 ft.	to 49.0 ft.
	∱1.0 ft.	to 55.0 ft.
B scale	0.0 ft.	
C scale	-2.5 ft.	
D scale	-4.5 ft.	

PROCESSING OFFICE
WIRE DRAG SUMMARY
PBS-4555WD

WRECK NO.	HUNG	CLEARED	SOUNDING	Latitude	Longitude
136 & 636 ✓	area cleared	51 to 57 ft.	(Wks not found)	35°42.0'	75°25.5'
864 ✓	area cleared	50 to 57' ft.	(Wk not found)	35°40.0'	75°25.0'
861 & 862 ✓	area cleared	80 to 91 ft.	(Wk. not found)	35°29.00'	75°15.00'
407 —	72'	69'	70'	35° 32.64'	75°14.96' ✓
*409 ✓ & 860	63' ✓	57' ✓ city of Altautus	59' ✓	35°23.44'	75°20.20
417 ✓	67' ✓	57' ✓	64' ✓	35°23.90'	75°06.96' ✓
408 ✓	- ✓	105' ✓	# 139' ✓	35°37.72'	74°53.44'

539

* Only 1 obstruction found.
# 139 ft sdg on obstruction in 195 ft depths

PROCESSING OFFICE
FLOATING AIDS TO NAVIGATION
PBS-4555WD

BUOY	LAT.	LONG.	SDG.	POS. NO.	DATE
Hatteras Wreck Ltd. Bell Buoy	35-24.11	75-06.89	89'	1E(gr)	6/22/55
Hatteras Wreck Station Buoy	35-24.25	75-06.~~86~~ 90	91'	2E(gr)	6/22/55
WIMBLE SHOAL LTD. Whistle Buoy 10	35-35.35	75-18.95	94'	2C(bl)	6/14/55
Wimble Shoal Station Buoy	35-35.78	75-19.17	86'	1C(bl)	6/14/55
Target Ltd. Buoy TB	35-37.95	74-55.40	-	13J(pur)	7/8/55

PROCESSING OFFICE
ADDENDUM
TO ACCOMPANY

WIRE DRAG WRECK INVESTIGATION PBS-4555WD

All drag depths and strips were inked on the boat sheet by the Processing Office according to the diagrams in the volumes. The sheets were received from the Field Party with only the paths of "N" and "F" buoys pricked. The field plotting was accepted in all instances with the exception of detached positions locating hangs, aids to navigation, etc. In these instances the positions were re-plotted using the final shoran corrections.

Groundings were only plotted on the boat sheet when the drag came to a complete stop. Some instances were recorded where the drag was noted as being aground but continued to tow along. These groundings could not be plotted accurately because of the lack of notes concerning the times of groundings and clears. In any event, this is not considered important as the primary purpose of the survey was to locate wrecks and obstructions.

Ship STIRNI was anchored (pos. 1E, green) near Cape Hatteras Wreck Buoy and used as a shoran station to control drag work on wreck number 408. Curves for this station were inked on the boat sheet and labeled STIRNI 1.

DISCREPANCIES

End Launch position 2A was not plotted as the 69' sounding was cleared with the drag at 73'. ~~No fathogram was found for this sounding.~~ 6 ft. sdg. rejected - Fath. trace believed to be stray.)

Cuts to a steam boiler, bare at MHW, were not plotted because of insufficient data. See G.L. Vol. 2, Positions 66 to 68K. Boiler probably close inshore

Norfolk, Va.
16 April 1957

Respectfully submitted,
Hugh L. Proffitt
Cartographer.

Form 712
(11-30-55)

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

TIDE NOTE FOR HYDROGRAPHIC SHEET

Chart Division: R. H. Carstens

24 May 1957

Plane of reference approved in
7 volumes of sounding records for

HYDROGRAPHIC SHEET F.E. No. 6 (1957)

Locality Cape Hatteras, N.C.

Chief of Party: J. C. Mathisson in 1955

Plane of reference is mean low water, reading

2.1 ft. on tide staff at Hatteras Inlet

7.6 ft. below B.M. 1 (1955)

Height of mean high water above plane of reference is 3.4 feet.

Condition of records satisfactory except as noted below:

William Shofnos
Signature

Chief, Tides Branch

Comm-DC 34330

GEOGRAPHIC NAMES

Survey No. F.E. No.6
1957-W.D.

Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
										1
										2
										3
										4
										5
										6
										7
										8
										9
										10
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M 234

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E.No.6 W.D. (1957)

Records accompanying survey:

Boat sheets ..1..; sounding vols. ...3..; wire drag vols. ..4...;

bomb vols. .....; graphic recorder rolls ~~2~~ 2-Envelopes

special reports, etc. ..1-Descriptive report, 1-Smooth sheet, and

5-Boat sheet overlays.....

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet		392
Number of positions checked		23
Number of positions revised		1
Number of soundings revised (refers to depth only)		0
Number of soundings erroneously spaced		0
Number of signals erroneously plotted or transferred		0
Topographic details	Time	0
Junctions	Time	0
Verification of soundings from graphic record	Time	1

Verification by L. W. Peakund .....Total time 27 Date 7-19-57

Reviewed by L. W. Peakund ..... Time 8 Date 7-22-57

M-2232-1

Review of Field Examination No. 6, 1957

This field examination was made in compliance with the Director's Instructions for Project CS-377, dated 28 January 1955. The purpose of the examination was to locate and determine the least depths over wrecks Nos. 136, 407, 408, 409, 417, 636, 860, 861, 862, and 864, which lie in the Atlantic Ocean northeast of Cape Hatteras, North Carolina.

The field examination consists of both wire-drag and reconnaissance hydrography. The depths obtained on the sounding lines are in harmony with the effective wire-drag depths. The sounding lines are plotted on 2 sections of tracing paper accompanying this examination.

Wire-drag investigations of the reported position of the wrecks listed in the above-mentioned Project Instructions revealed the following:

1. Obstructions were found in the vicinities of wrecks Nos. 407, 408, 409, 417 and 860.

2. Wrecks Nos. 136, 636, 861, 862 and 864 were NOT found.

The results of the wire-drag examinations are tabulated on the Wire-Drag Summary Sheet in the Descriptive Report, and are plotted on the accompanying 6 sections of smooth sheet.

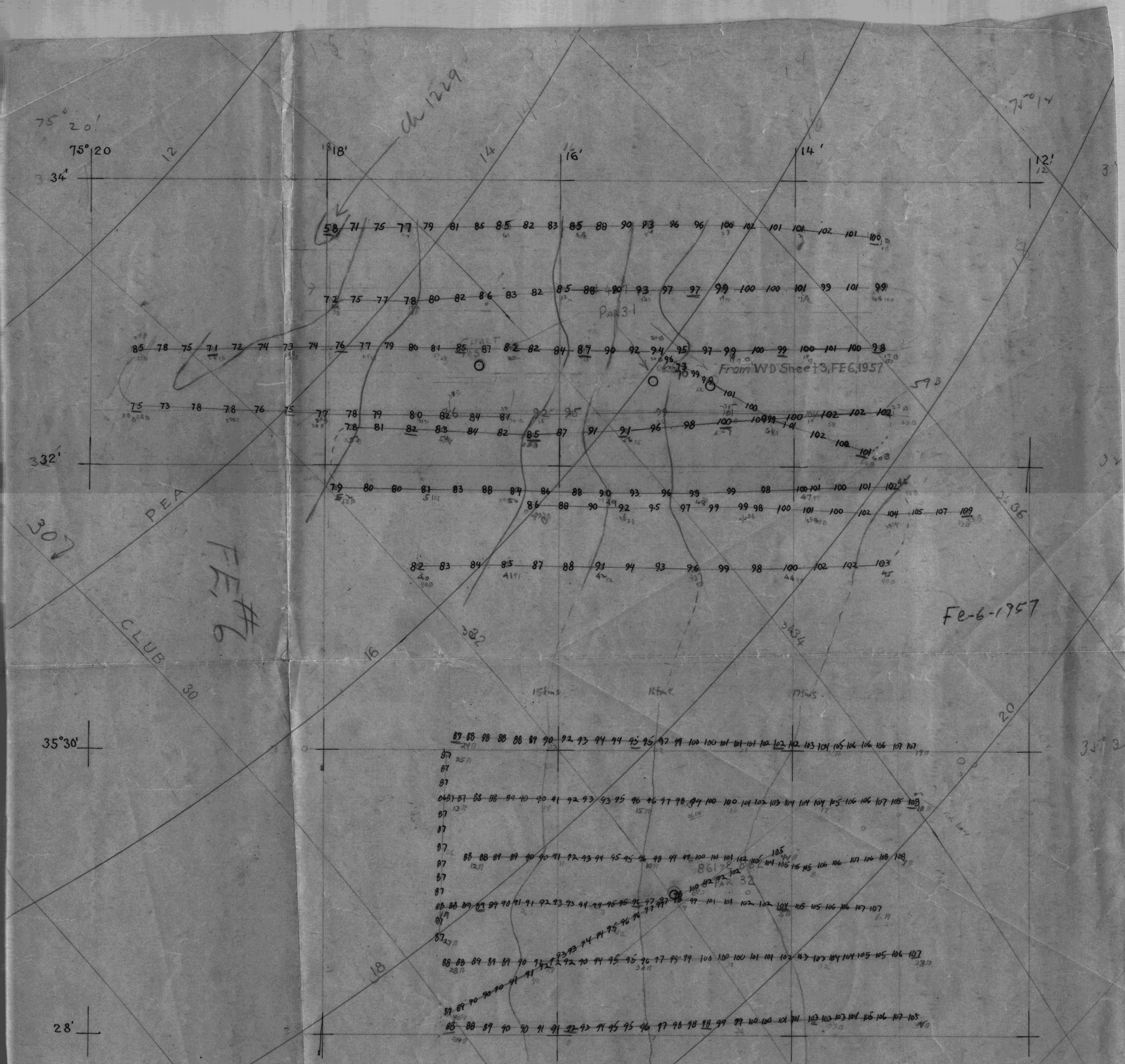
The work was applied prior to verification and review to charts Nos. 1000, 1109 and 1232 from chart letter 497 and 537 of 1955. Except for the following, the charted information is correct:

1. The wreck charted in lat. 35°32.7', long. 75°16.8', from F. E. 3, 1945, was searched for by sonar during the present survey and could not be found (chart letter 497, 1955). The wreck should be deleted from the charts. The charted wreck is believed actually to be located about 1.7 miles to the eastward where during the present survey a wire drag set to an effective depth of 72 ft. hung on an obstruction, and a wire-drag set to an effective depth of 69 ft. cleared the obs truction. A sounding of 70 ft. was obtained on the obstruction.

A comparison between the field examination and drawing of chart 1109, dated 18 July 1957, shows the effective wire-drag depths to be in harmony with the charted depths. The present survey positions of the aids to navigation are in substantial agreement with the charted positions and adequately mark the features intended.

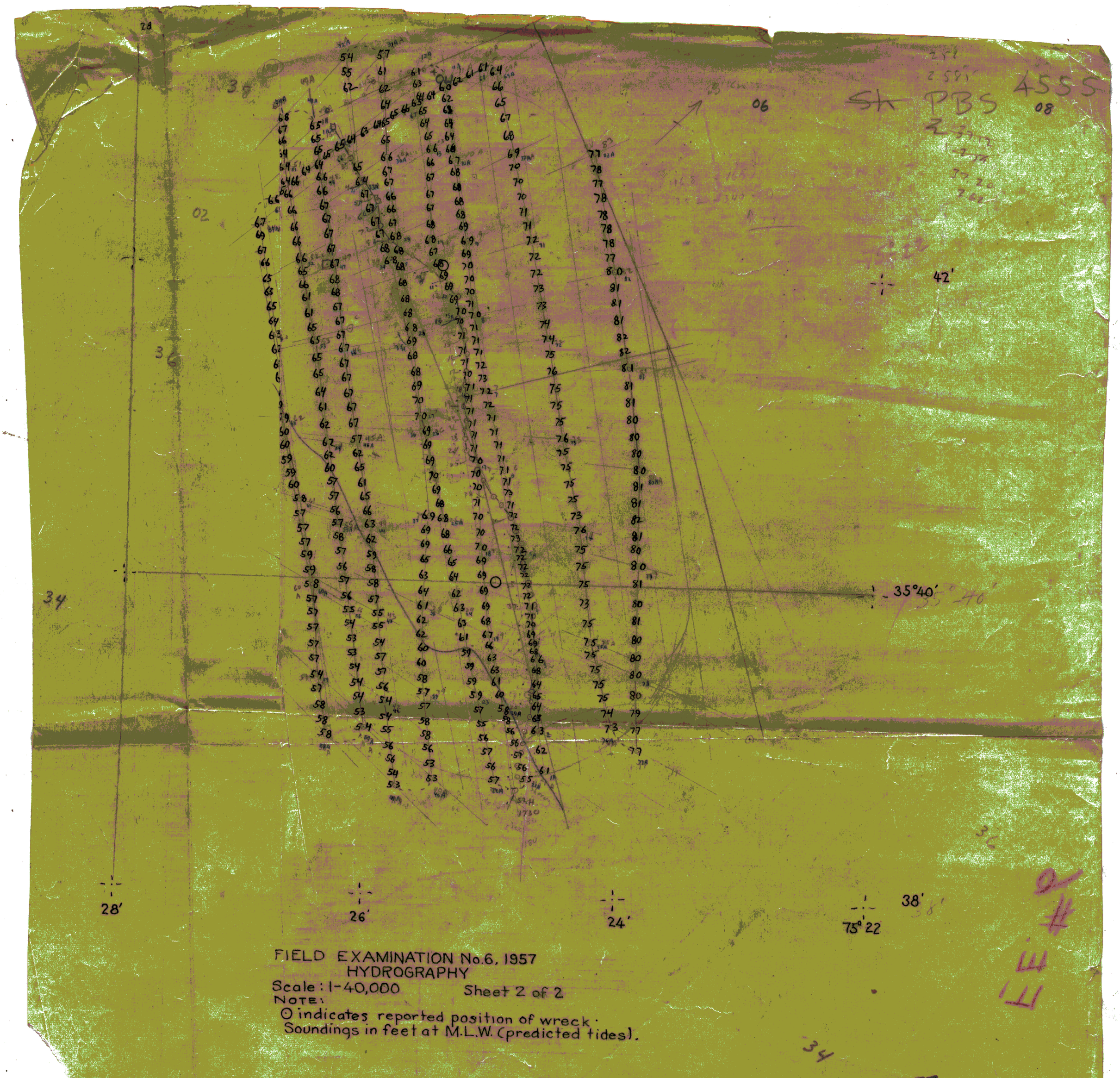
The Descriptive Report adequately covers all matters pertaining to the examination. No further discussion is considered necessary.

Reviewed by - I. M. Zeskind 7/22/57
Inspected by - R. H. Carstens



NOTE:
O indicates reported position of wreck.
Soundings in feet at M.L.W. (predicted tides).

FIELD EXAMINATION No. 6, 1957
HYDROGRAPHY
Scale: 1-40,000 Sheet 1 of 2



FIELD EXAMINATION No.6, 1957
HYDROGRAPHY
Scale: 1-40,000 Sheet 2 of 2
NOTE:
⊙ indicates reported position of wreck.
Soundings in feet at M.L.W. (predicted tides).

Reported Positions
Wrecks No. 136 & 636 (MIRLO & MARLYN)
Area cleared 51 to 57 ft

BP Cargo 8-1916 6978

Am Trawler 3-1918 ?

35°42'

CLUB

38

53

52

57

51

02

Mirlo

Am 284 1-1943 Cargo

Reported Position
Wreck No. 864 (RELIANCE)
area cleared 50 to 57 ft.

40'

50

56

36

04

34

06

PEA

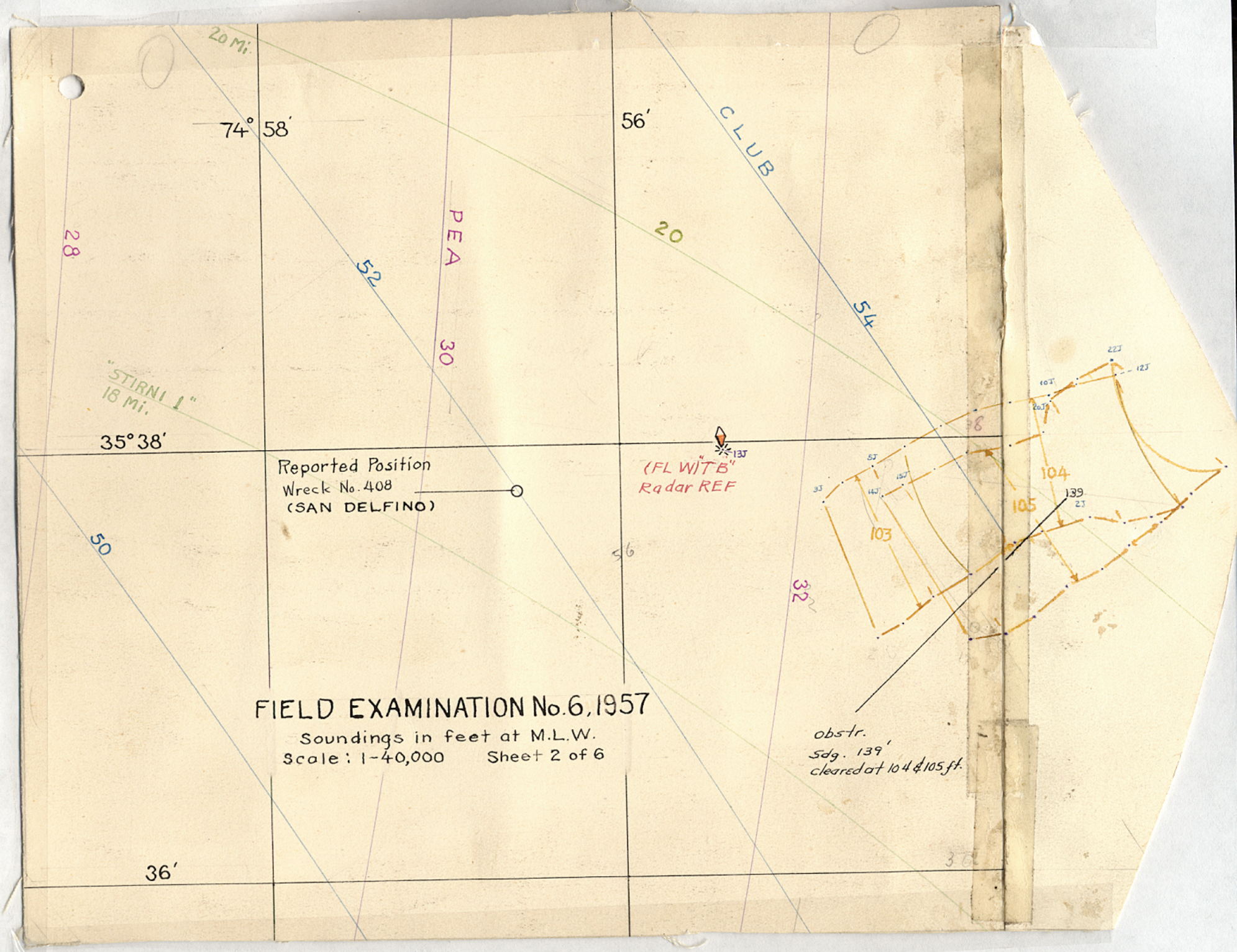
38'

32

08

0 |
<-75 26

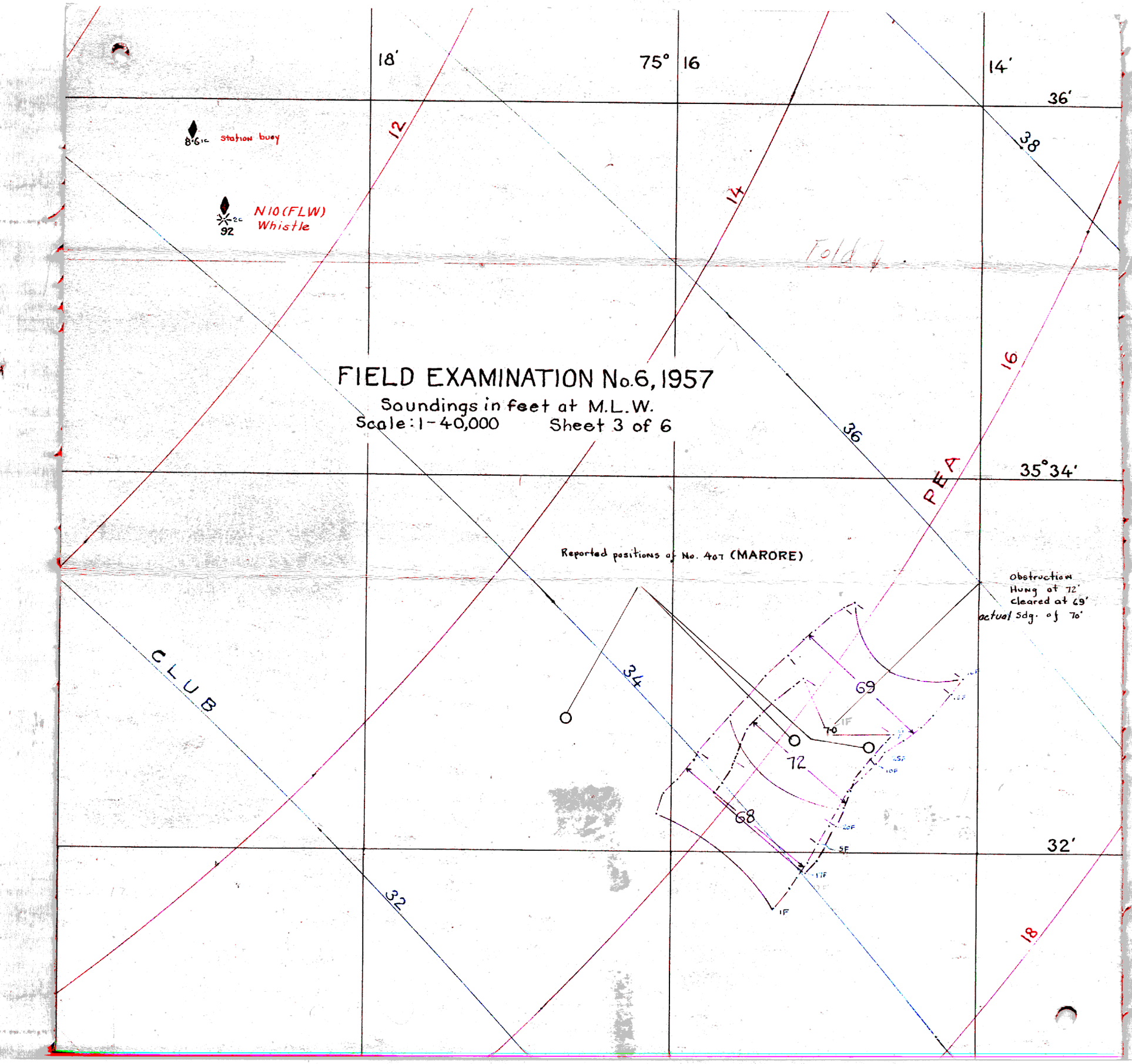
FIELD EXAMINATION No. 6, 1957
WIRE DRAG WRECK INVESTIGATION
NORTH CAROLINA
CAPE HATTERAS
WIMBLE SHOALS
Soundings in feet at M.L.W.
Scale: 1-40,000 Sheet 1 of 6

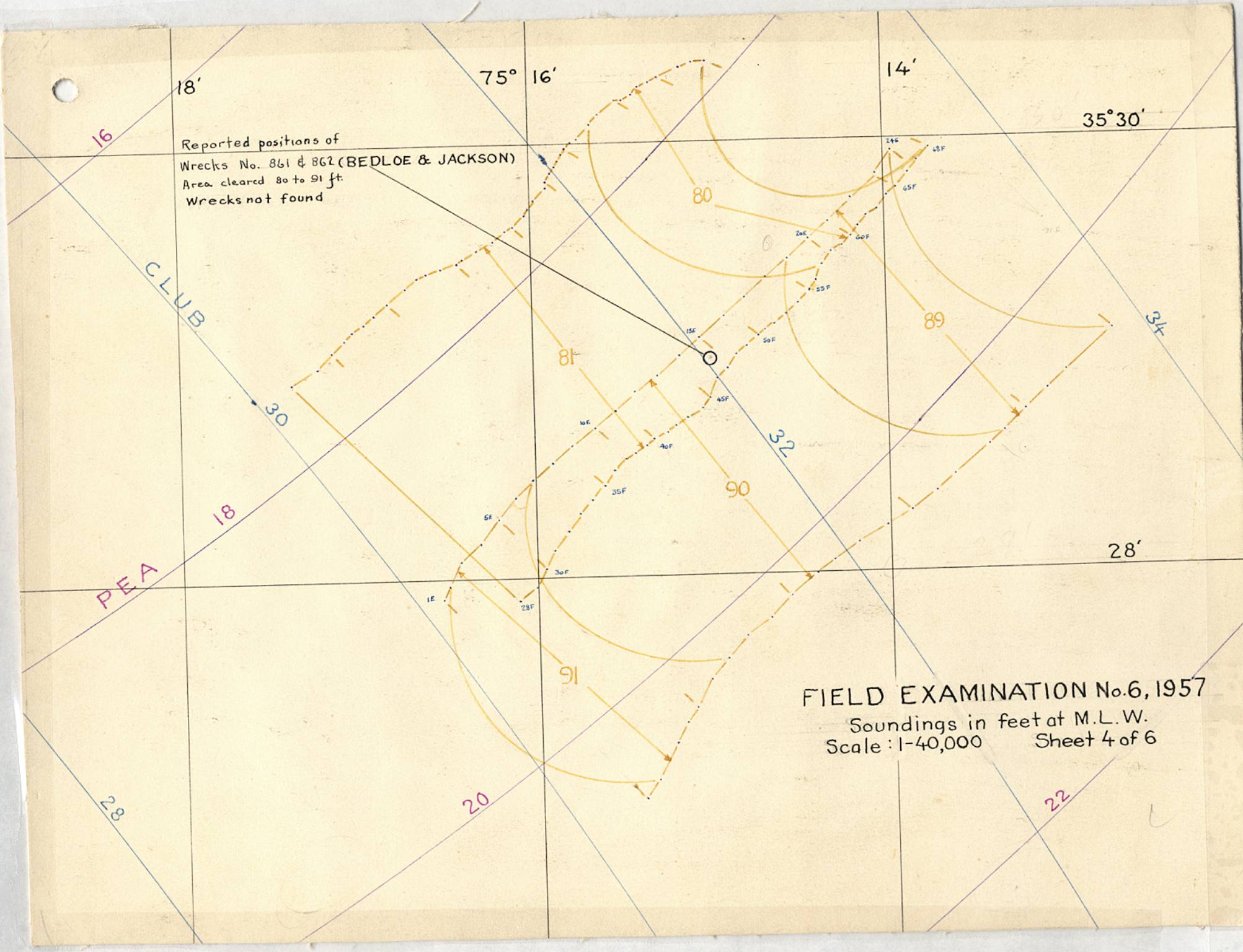


FIELD EXAMINATION No. 6, 1957

Soundings in feet at M.L.W.

Scale: 1-40,000 Sheet 2 of 6


18'
75° 16
14'
36'
38
12
14
16
36
35°34'
34
32
32'
18
8·6ic
station buoy
2c
92
N10(FLW)
Whistle
Fold
FIELD EXAMINATION No.6, 1957
Soundings in feet at M.L.W.
Scale: 1-40,000
Sheet 3 of 6
PEA
CLUB
Reported positions of No. 407 (MARORE)
Obstruction
Hung at 72'
cleared at 69'
actual Sdg. of 70'
69
70
72
68
1F
2F
5F
10F



FIELD EXAMINATION No.6, 1957

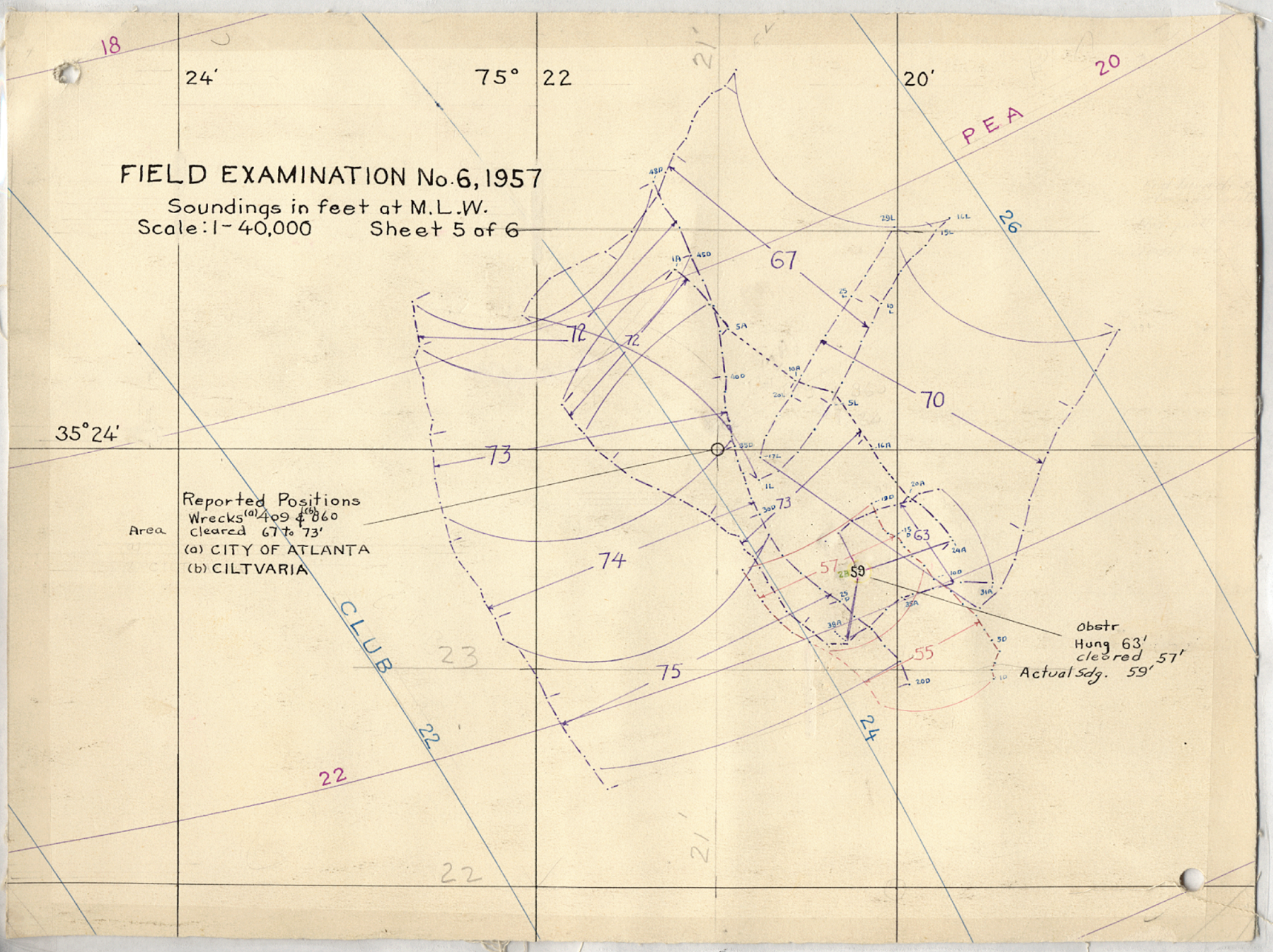
Soundings in feet at M.L.W.

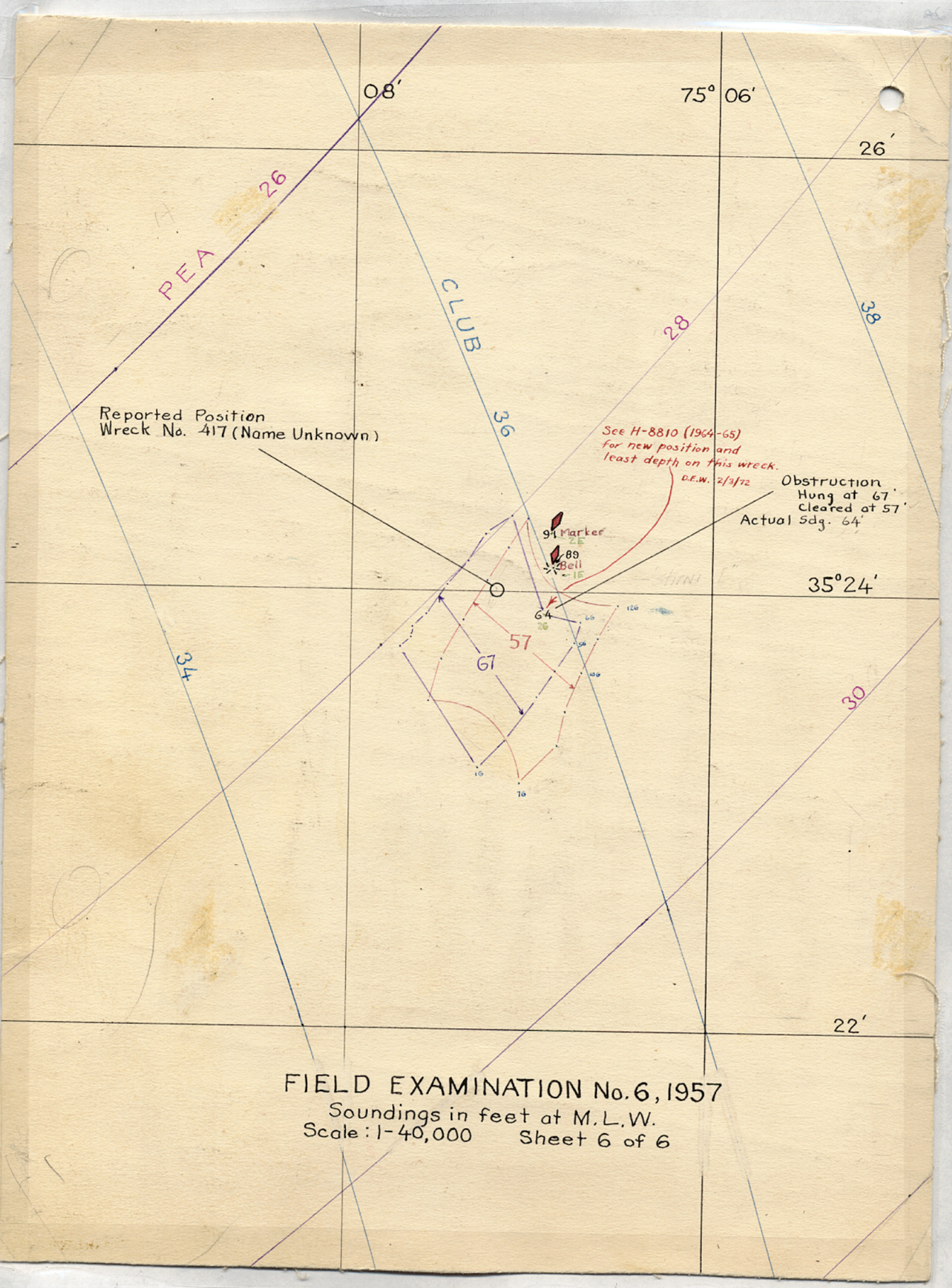
Scale : 1-40,000 Sheet 4 of 6

FIELD EXAMINATION No. 6, 1957

Soundings in feet at M.L.W.

Scale: 1 - 40,000 Sheet 5 of 6

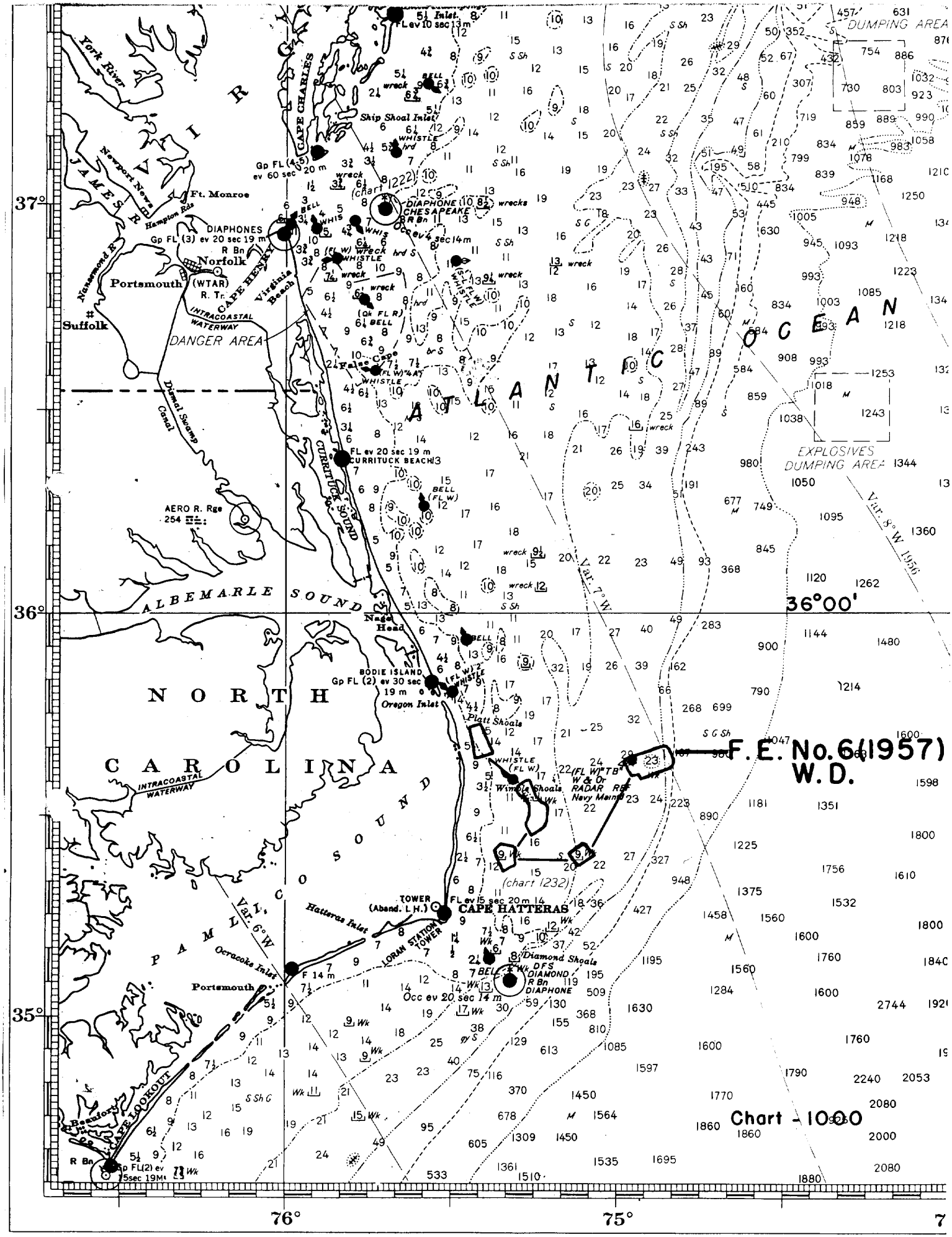




FIELD EXAMINATION No. 6, 1957

Soundings in feet at M.L.W.

Scale: 1-40,000 Sheet 6 of 6


VIRGINIA
NORTH CAROLINA
ATLANTIC OCEAN
Ft. Monroe
Norfolk
Portsmouth
Suffolk
DANGER AREA
CAPE HENRY
Virginia Beach
CAPE CHARLES
Ship Shoal Inlet
DIAPHONES
CHESAPEAKE R Bn
CURRITUCK BEACH
CURRITUCK SOUND
ALBEMARLE SOUND
Nags Head
BODIE ISLAND
Oregon Inlet
Platt Shoals
Wimble Shoals
RADAR RS
Navy Mainland
CAPE HATTERAS
TOWER (Aband. L.H.)
Hatteras Inlat
LORAN STATION TOWER
Diamond Shoals
DIAMOND SHOALS R Bn
DIAPHONE
Ocracoke Inlet
Portsmouth
CAPE LOOKOUT
Beaufort
INTRACOASTAL WATERWAY
Diamond Swamp Canal
AERO R. Rge
DUMPING AREA
EXPLOSIVES DUMPING AREA
Var. 7° W.
Var. 6° W.
Var. 8° W. 1956
F. E. No. 6 (1957)
W. D.
Chart - 1000
(chart 1232)
36°00'
37°
36°
35°
76°
75°

NAUTICAL CHARTS BRANCH

SURVEY NO. F.E.No.6
W.D.,1957

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
6/18/57	1232	L.G. McGann	Before ~~After~~ Verification and Review no correction.
6/26/57	1109	L.G. McGann	Before ~~After~~ Verification and Review no correction.
29 Jan'58	1229	H.E. MacEwen	[redacted] After Verification and Review
4/16/58	1110	JTW & LAM	~~Before~~ After Verification and Review
7 Aug 58	1232	Nichols	~~Before~~ After Verification and Review Wk corr. Completely applied
3/5/68	1000	Svendsen	Before After Verification and Review Compl. app. (Detailed 5 Sht Wk Dwg #44)
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

Examined - no cor to Ch 1000 - JTW 5/10/57

" No cor made to 1229 prior to verification KJA 5-15-57